

GENERAL PROCESS AND CONSTRUCTION NOTES:

- THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH 24 HOURS NOTICE FOR THE PRELIMINARY MARKING OUT OF THE TARGET SITES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT THE WORK, IN ITS ENTIRETY, AT EACH SEPARATE PROJECT LOCATION (I.E. POSTING DESIGN GRADES AT CRITICAL POINTS & AT 25' INCREMENTS LT. & RT. ALONG THE CONSTRUCTION CORRIDORS). STRICT ADHERENCE TO THE ALIGNMENT AND/OR GRADE ADJUSTMENTS BY THE ENGINEER, ARE CRITICAL TO THE SUCCESSFUL COMPLETION OF THIS PROJECT.
- THE POSTING AND/OR BLENDING IN OF GRADES(I.E. CURB, WALK, PATCH, ROADWAY, LANES, BORDERS) SHALL BE PERFORMED BY THE CONTRACTOR, WITH ALL SUCH WORK SUBJECT TO THE APPROVAL OF THE ENGINEER.
- RUTTING AND/OR WASHBOARDING OF THE REQUIRED TEMPORARY RAMPING SYSTEMS AT DRIVEWAY APRON LOCATIONS AND/OR AT THE PROJECT LIMITS, SHALL BE IMMEDIATELY RECTIFIED BY THE CONTRACTOR, AND SUCH WORK SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL WORK CLOSELY WITH THE ENGINEER TO INSPECT EACH EXISTING CATCHBASIN WHICH SHALL BE REVIEWED BY THE CONTRACTOR ON THE DIRECTION OF THE ENGINEER TO DO SO
- 1. THE CONTRACTOR IS REQUIRED TO PROVIDE A SUPERINTENDENT OF OPERATIONS, A QUALIFIED INDIVIDUAL, WHO WILL BE ON-SITE AT ALL TIMES TO ADDRESS THE CRITICAL NEEDS OF THE PROJECT. IN ADDITION, A 7 DAY/24 HOUR CELL PHONE MUST BE USED WITH THE CITY TO RESPOND TO ALL PROJECT BUSINESS AND/OR EMERGENCY CALLS WITHIN ONE-HOUR TIME.
- 2. THE CONTRACTOR IS TO SUBSTANTIALLY COMPLETE ALL WORK, EXCLUSIVE OF FINAL ROADWAY TOP, BEFORE ENTERING INTO THE NEXT DESIGNATED WORK ZONE. UNLESS, OR UNTIL, THE ENGINEER SO DIRECTS. (SEE 'ATTENTION' PANEL RIGHT)
- 3. ANY UNDERGROUND PIPES & STRUCTURES SHOWN ON THESE PLANS ARE TAKEN FROM AVAILABLE DEPARTMENTAL SOURCES. THE CITY DOES NOT GUARANTEE EITHER THE ACCURACY, OR THE COMPLETENESS, OF THIS INFORMATION.
- 4. THE CONTRACTOR SHALL CONTACT DIG SAFE, AND SHALL NOT OCCUPY ANY AREAS) UNTIL THE AUTHORIZATION DATE HAS BEEN ATTAINED.
- 5. FOR FURTHER UTILITY SUPPORT, AND EMERGENCY RESPONSE REQUESTS, THE CONTRACTOR IS ADVISED TO CONTACT: KEYSAN @ GAS, N-STAR @ ELEC, VERIZON @ TEL.
- 6. RGN CABLE, AT&T CABLE, COMCAST CABLE, NEWTON WATER, NEWTON SEWER & DRAIN AND MWRA
- 7. ALL EXCESS EXCAVATION MATERIAL, AND/OR WASTE ITEMS, OF ANY TYPE OR MATERIAL, ARE TO BE DISPOSED OF AT A LEGAL DUMPING SITE AT NO EXPENSE TO THE CITY. NO DISPOSAL SITE SHALL BE PROVIDED BY THE CITY.
- 8. ALL EXCESS MATERIAL(S) ARE TO BE REMOVED FROM THE SITE ON A DAILY BASIS. HOWEVER, IF SITE CONSTRAINTS ARE NOT AN ISSUE THEN THE CONTRACTOR CAN MAINTAIN A LOOKED UP DUMPMSTER AT A LOCATION APPROVED BY THE ENGINEER.
- 9. SIDEWALK AREAS (NOT IMMEDIATELY UNDER CONSTRUCTION) SHALL BE KEPT CLEAR OF CONSTRUCTION AND/OR SURPLUS CONSTRUCTION MATERIAL(GAT ALL TIMES TO PROVIDE FOR SAFE PEDESTRIAN ACCESS. FURTHER, ROADWAY & DRIVEWAY ACCESS POINTS SHALL BE RAMPED AT ALL POINTS TO PROVIDE FOR SMOOTH VEHICULAR TRANSITIONS. ALL WORK IS TO BE TO THE SATISFACTION OF THE ENGINEER.
- 10. ALL RESIDUAL SOIL IS TO BE HAND BROUDED FROM THE ROADWAY AT THE END OF EACH DAYS OPERATION, AND EVERY MEASURE TAKEN TO MINIMIZE DUST, INCLUSIVE OF CHEMICAL TREATMENT AND/OR WATER APPLICATION AS DIRECTED BY THE ENGINEER.
- 11. THE ARRANGEMENT FOR STAGING AND STOCKPILING SITES ARE SOLELY THE RESPONSIBILITY OF THE CONTRACTOR. THE CITY OF NEWTON NO LONGER HAS THE RESOURCES TO OFFER THE CONTRACTOR A STAGING OR STOCKPILING AREA.
- 12. ALL EXCAVATIONS ARE TO BE BACKFILLED IN LIFTS, WITH EACH SUCCESSIVE LIFT BEING COMPACTED ONLY WITH APPROVED 'JUMPING-JACK' TYPE COMPACTORS AND/OR PNEUMATICALLY POWERED TAMPING BITS. UNTIL SUCH TIME AS THE OPTIMUM COMPACTION REQUIREMENTS ARE OBTAINED. THIS IS STRICTLY ENFORCED TO ENSURE LONG-TERM STRUCTURAL INTEGRITY OF THE INSTALLED SYSTEM.
- 13. AREAS BEYOND THE LIMITS OF THIS CONTRACT, AND/OR STRUCTURES DISTURBED AND/OR DAMAGED BY THE CONTRACTOR, ARE TO BE REPAIRED AND/OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- 14. IMPROVED ROCK FOUNDATIONS, EXISTING SEWER, AND/OR WATER LINES, AND/OR OTHER STRUCTURES ENCOUNTERED BY THE CONTRACTOR DURING THE PROJECT, ARE TO BE REPAIRED AND/OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- 15. THE CONTRACTOR IS RESPONSIBLE FOR ALL SAFETY ASPECTS OF THE PROJECT INCLUSIVE OF TRENCH SAFETY REGULATIONS.
- 16. HOURS OF OPERATIONS ARE SET BY LAW. NO MACHINES OR EQUIPMENT ARE TO BE ACTIVATED BEFORE 7:00 A.M. & NO WORK IS TO EXTEND BEYOND 4:30 P.M.. NO WEEKEND OR HOLIDAY WORK IS ALLOWED WITHOUT SPECIAL PERMISSION.
- 17. THE CONTRACTOR SHALL GIVE THE CITY OF NEWTON CUSTOMER SERVICE CENTER (617-796-1000), THE NEWTON FIRE DEPT. (617-796-2210), THE NEWTON POLICE DEPT. (617-796-2100) AT LEAST 24 HOURS NOTICE PRIOR TO ANY SCHEDULED ROAD CLOSURE.
- 18. THE CONTRACTOR SHALL LEAVE WRITTEN NOTICES AT ALL ADDRESSES DIRECTLY AFFECTED BY THE SCHEDULED OPERATIONS. THESE NOTICES MUST BE DELIVERED AT LEAST 24 HOURS IN ADVANCE OF THE ANTICIPATED COMMENCEMENT OF WORK.
- 19. THE NOTICE SHALL BE ON A FORMAT APPROVED OR PROVIDED BY THE ENGINEER, AND SHALL BE POSTED IN A CONSPICUOUS MANNER AT EACH ADDRESS, AND AS NEAR TO THE LOCATION OF THE REGULAR MAIL DELIVERY AS POSSIBLE.
- 20. OTHERWISE MUST ACCESS THE AREAS).
- 21. THE CONTRACTOR IS TO MAINTAIN AND/OR PROVIDE EMERGENCY VEHICLE ACCESS THROUGHOUT EACH PROJECT AREA. IN ADDITION, NO TRAFFIC DELAY IS TO EXCEED FOUR MINUTES IN DURATION ON ANY ARTERIAL ROAD. ALL SECONDARY ROADS MUST BE APPROPRIATELY DETOURED, MARKED, OR ADDITIONALLY SIGNED TO PREVENT DELAYS AND/OR CONUSION.
- 22. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION, POSTING AND SUBSEQUENT REMOVAL OF ALL TEMPORARY PARKING BANS. SIGNS ARE NOT TO BE POSTED ON TREES. THE CONTRACTOR IS TO NOTIFY THE CITY OF NEWTON TRAFFIC DIVISION (617-796-1490) AT LEAST 24 HOURS PRIOR TO ACTUAL POSTING.
- 23. FOR FURTHER DETAILS NOT SHOWN ON THESE PLANS SEE CITY OF NEWTON GENERAL CONSTRUCTION DETAILS' . A COPY OF WHICH CAN BE VIEWED ONLINE: [www.ci.newton.ma.us/dpw/engin/General Construction Details.pdf](http://www.ci.newton.ma.us/dpw/engin/General%20Construction%20Details.pdf)
- 24. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE ACCOMMODATIONS FOR THE DISABLED, IN ORDER TO ELIMINATE AND/OR MINIMIZE ANY ADVERSE IMPACT ON CERTAIN PUBLIC OR PRIVATE EVENTS.
- 25. • THE PROPOSED TYPE & QUANTITY OF WORK IS SUBJECT TO CHANGE BASED UPON DISCOVERED FIELD CONDITIONS. THE CONTRACTOR SHALL COMPLY WITH THE DIRECTIVES OF THE ENGINEER IN THESE MATTERS.
- THE ENGINEER SHALL BE SOLE JUDGE AS TO WHETHER OR NOT THE RAM HOE EQUIPMENT IS OF ADEQUATE SIZE TO SUIT BOTH THE AREA AND THE TASK BEFORE THE BLASTING OPTION IS ALLOWED.
- A BLASTING PERMIT SHALL BE OBTAINED BY THE CONTRACTOR FROM THE NEWTON FIRE DEPARTMENT.

INSTALLATION OF GRANITE CURBING AT VARIOUS LOCATIONS



- **ROOT CHIPPING:**
 - THE CONTRACTOR SHALL NOT CHIP AND/OR CUT ANY ROOTS UNTIL HE HAS OBTAINED AUTHORIZATION FROM THE CITY OF NEWTON TREE MAINTENANCE TO DO SO AND THEN TO THE LIMITS SPECIFIED BY THE WARDEN.

- **COMPACTION:**
 - THE NARROW AREA SITUATED WITHIN THE EXISTING TRENCH SHALL BE REPAIRED AND PLACED CURB SHALL BE INITIALLY COMPACTED WITH REPROBATING COMPACTION UNITS ('JUMPING-JACKS'). ALL SUBSEQUENT COMPACTION WORK SHALL BE PERFORMED WITH APPROVED PLATE COMPACTIONS CAPABLE OF ACHIEVING THE STANDARD COMPACTION STANDARDS FOR THE MATERIAL AT HAND.

- **JUMPING-JACK COMPACTION** SHALL ALSO BE USED ALONG THE TROUGH AREA SITUATED DIRECTLY BEHIND THE NEWLY PLACED CURB BEING INSTALLED AGAINST THE BACKSIDE OF THE CURB.

- **COMPACTION BY PNEUMATIC HAMMER WITH TAMPING BIT** SHALL BE USED AROUND ALL PATCHES DURING THE PLACEMENT OF THE BIT.

- **TRENCH WIDTH:**
 - THE WIDTH OF THE TRENCH SHALL BE 6" WIDER THAN THE APPROVED PLATE COMPACTOR CONTRACTOR.

- **LAYOUT LINES/MARKINGS BY THE CONTRACTOR:**
 - **[WATER-COLORED SAWCUTTING]**
 - ALL EXISTING LANDINGS AND/OR DESIGNATED PORTIONS OF DRIVEWAY, APRONS AND/OR BORDERS OF THE ROADWAY SHALL BE SAWCUT PRIOR TO THE PLACEMENT OF THE NEW CURB. THE EXISTING CONCRETE LANDING(S) OR BITUMINOUS CONCRETE AREAS, SHALL BE SUBSEQUENTLY RESTORED BY THE CONTRACTOR.

- **SAWCUTTING OF THE ROADWAY** SHALL BE PERFORMED BY THE CONTRACTOR USING AN ISOLATED 'JACKHAMMER' CUTTING SHALL ONLY BE PERFORMED WITH PRIOR APPROVAL FROM THE ENGINEER BUT AT NO EXPENSE TO THE CITY.
- **TEARING OF ANY EXISTING PAVEMENT SURFACE** SHALL NOT BE ALLOWED.

CEMENT CONCRETE (HP) CURB CUTS (WITH LOAM BORDER TYPE HIGHLIGHTED)

(NOT TO SCALE)

THE CONTRACTOR SHALL ENSURE THAT ALL (AS-BUILT) ROUTE CRITERIA COMPLIES WITH THE MOST CURRENT RULES & REGULATIONS OF THE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD AND THE AMERICANS WITH DISABILITIES ACT CRITERIA.

FOR DETAILS NOT SHOWN ON THESE PLANS SEE CITY OF NEWTON GENERAL CONSTRUCTION DETAILS ONLINE AT: [www.ci.newton.ma.us/dpw/engin/General Construction Details.pdf](http://www.ci.newton.ma.us/dpw/engin/General%20Construction%20Details.pdf)



APPROXIMATE QUANTITIES	
LOCATION	CURB BLOCKS
POWELL ST (Center Ave. to Grove St.)	4
GROVELAND ST.	6
GROVELAND ST.	140
HANCOCK ST. (Woodland to Center)	2
MAPLE ST.	800

POWELL ST (Maple to Center)	900	20
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ATTENTION:

THE CONTRACTOR SHALL COMPLETE ALL WORK (INCLUSIVE OF PATCHING & LOAMING OPERATIONS) IN ACCORDANCE WITH SUCH WORK BEING PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH A SCHEDULE TO BE DETERMINED BY THE ENGINEER.

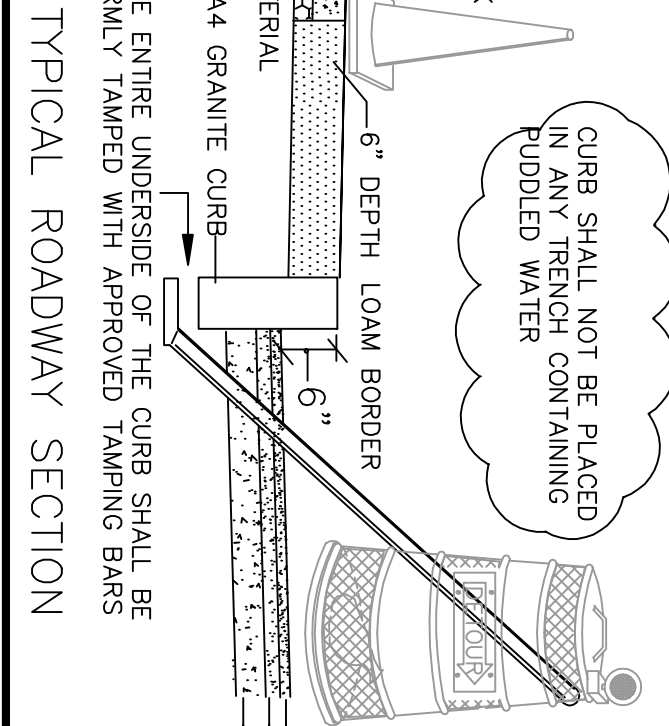
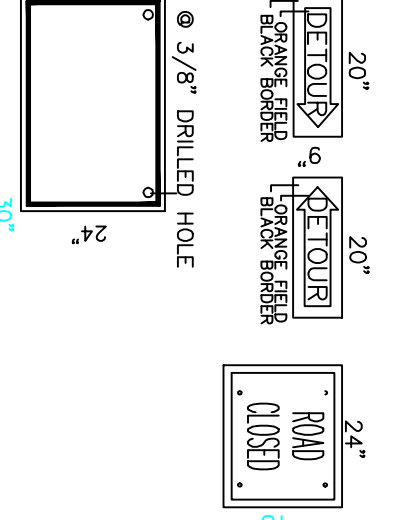
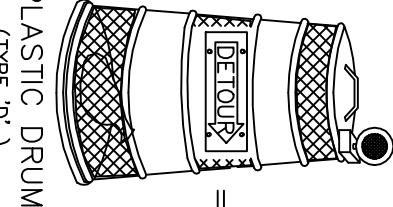
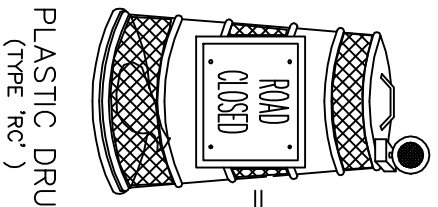
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SPECIAL ADVISORY

THE CONTRACTOR IS ADVISED THAT ADDITIONAL CURB ORDERS ARE TYPICALLY RECEIVED (FROM ADJUTERS) ONCE CONSTRUCTION BEGINS. THIS MAY RESULT IN A PATTERN OF WORK ZONE, WITH SUCH WORK BEING PERFORMED AT THE CONTRACT UNIT PRICES (WITH NO ADDITIONAL MOBILIZATION TO BE PAID).

DRUM REQUIREMENTS:

- STANDARD TYPE ARE TO COMPLY WITH BOTH THE FOLLOWING DIRECTIVES AND THE WRITTEN CONTRACT SPECIFICATIONS:
- THEY ARE TO BE PLASTIC DRUMS, COMPLYING WITH M.U.T.D. AND EQUIPPED WITH
- PROTECTIVE COATING, LOW DENSITY, IMPACT RESISTANT POLYETHYLENE, SHEETING CONFORMING TO W-9.200
- MINIMUM WALL THICKNESS IS TO BE 3/32"
- MINIMUM DRUM DIAMETER SHALL BE 18"
- DRUMS SHALL BE APPROXIMATELY 36" IN HEIGHT
- (INCLUDING DUST BUILD-UP) DRUMS TO BE REPLACED
- ALL DRUMS ARE TO BE EQUIPPED WITH BASES THAT DO NOT DETACH WHEN THE DRUM IS PRAEGED AND EACH DRUM IS TO BE PROPERLY WEIGHTED TO FULLY RESIST 65 MPH WIND CONDITIONS.
- AT THE BEGINNING OF EACH WORKDAY, AND/OR AS OTHERWISE DIRECTED THROUGHOUT A WELL MARKED DETOUR ROUTE, AND IS TO FURTHER COORDINATE THIS EFFORT WITH THE ENGINEER, THE CONTRACTOR IS TO ESTABLISH AND MAINTAIN
- BUS STOPS, BUS AND TRUCK TRAFFIC, SCHOOL CROSSINGS, BUSINESS TRAFFIC, ETC., AND ARE TO BE ESTABLISHED SO AS TO HAVE THE LEAST ADVERSE IMPACT ON THE AREA.
- 'RC' & 'V' TYPE ARE TO COMPLY WITH ALL DIRECTIVES LISTED FOR 'STANDARD TYPE' IN ADDITION TO THE FOLLOWING SPECIAL INSTRUCTIONS:
- DRUMS ARE TO BE ESTABLISHED FOR EACH PHASE AT EACH INTERSECTION PER THE ACCOMPANYING LOGS PLAN, OR AS DIRECTED, AND ARE NOT TO BE REMOVED FROM THE DETOUR ROUTE UNTIL THE DETOUR ROUTE HAS BEEN FULLY ESTABLISHED AND LEFT AT THE READY FOR IMMEDIATE ACCESS AND USE.
- THE REMOVABLE PORTIONS OF SUCH DRUMS ARE TO BE PERMANENTLY MARKED FROM THE DRUM WHEN IT IS PRAEGED BUT NOT WILL BREAK FREE IF HIT. 'FASTENERS' ARE TO BE LIGHT DUTY, 'THE TYPE' WEIGHTS MAY BE USED IN LEU OF FASTENER BOTTOMS.
- DRUMS ARE TO BE MOVED INTO AND OFF OF THE ROADWAY AS NECESSARY AND/OR AS DIRECTED, WHILE FULL SITE REMOVAL WILL BE AT THE DISCRETION OF THE ENGINEER.
- ONE SIGN IS TO BE PERMANENTLY FASTENED TO THE DRUM.
- SIGNS ARE TO BE PERMANENTLY MADE OF 3/4" EXTENDED PLATING AND A BLACK SOLID 1" BORDER SET 1 1/4" IN FROM THE EDGE
- SIGNS ARE TO BE ATTACHED TO THE DRUM WITH 3/8" HEAVY DUTY NUT, BOLT, AND FENDER WASHER FASTENERS WITH A MINIMUM OF FOUR EQUALLY SPACED FASTENERS PER SIGN.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ESTABLISHING DAILY DETOURS TO THE SATISFACTION OF THE ENGINEER.
- ANYONE WHO IS DAMAGED FOR ANY REASON DURING THE TERM OF THE
- SIGNS SHALL BE PLACED IN THE MOST CONSPICUOUS LOCATIONS AS A MEANS FOR BOTH VEHICULAR AND PEDESTRIAN WARNING, HOWEVER, IN NO CASE SHALL ANY SIGN IMPED THE SIGHT LINE NOR INTERFERE WITH EITHER PEDESTRIAN AND/OR VEHICULAR TRAFFIC.
- **SPECIALTY SIGNS:**
- **SITE-MADE SIGNS:** 'BLANKS' ARE TO HAND LETTERED ON SITE WITH EXTRA LARGE WATER PROOF PERMANENT FELT TIP MARKERS AND ARE TO BE WIPED TO BARRELS AND POSTED AS DIRECTED BY THE ENGINEER. THESE SIGNS ARE ONLY TO BE USED FOR THE PURPOSES OF THE DETOUR ROUTE. THE SIGN FIELD IS TO BE CLEANED WITH A SOLVENT AND PLACED AT THE READY.



(NOT TO SCALE)

CITY OF NEWTON
CONTRACT PLAN
FOR THE
INSTALLATION
OF
GRANITE CURBING
AT VARIOUS LOCATIONS

SCALE: AS NOTED
MARCH 21, 2011

Louis, M. Toverno, P.E.
CITY ENGINEER